

REPORT

CD NO.

25X1

DATE DISTR. 26 July 1955

NO. OF PAGES 2

**PLACE
ACQUIRED**

NO. OF ENCLS.
(LISTED BELOW)

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DATE OF INFO.

**SUPPLEMENT TO
REPORT NO.**

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1. heavy snowfalls seriously hampered the mining
work. To keep the average output as high
as possible, the type II and III was preferred.

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2. Loading work was done in three shifts. ^{because of the} ~~because of the~~ bad winter weather, the quantities loaded in February and March were much smaller. A loading foreman stated that an average of 25 to 30 cars were being loaded per shift with the last shift usually loading not more than 20 cars. The shipments, primarily carrying type III ore, were directed to Crossen and Dresden/Gittersee. During the period from 7 to 10 March, only 40 railroad cars were dispatched to Dresden/Gittersee, while the others were directed via Zwickau to Crossen.

3. The winter weather hampered the ore mining at Gauern considerably. Only type III ore was being produced. From the mine the ore was shipped by electric mine cars to the ore bunker. Most of the material mined however, went to the dumps. Work was done in two shifts. Miners stated that an ore vein was located deeper, and that it was planned to sink a shaft.

4. From the two bunkers the ore was taken to the loading ramp. Only 4 to 6 cars were being loaded per each of the two shifts.

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5. Construction work was being done on the shaft. Type II and type III ore was being mined in three shifts with 350 to 360 persons working in the first shift and less people in the two other shifts. Parts of Schmirohau village had been evacuated recently, because the shaft area was to be enlarged. The new shaft will then come from the shaft and descend into the bottom. There 20 was taken by tipping onto the conveyor leading straight

GLASSER

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Lichtenberg Central Shaft.

6. The shaft was still being constructed. Work was done in three shifts with the main shift including about 280 laborers. The ore was shipped by tipping cars to the Ronneberg loading station.

Stolzberg Open Pit Mine.

7. Three dredgers and 12 tipping cars were used to move the waste rocks. Work was done in three shifts of 25 to 30 workers. Construction work was proceeding very slowly. A loading ramp was to be constructed at the railroad line.

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CLASSIFICATION S-E-C-R-E-T

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY

East Germany

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SUBJECT

Object 90 of SDAG Wismut

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Sorge/Katzel ~~Open~~ Pit Mine.

1. The heavy and heavy snowfalls seriously hampered the mining activity. Great efforts were made to keep the average output as high as possible. One of type II and I was produced.

Ore Loading Activity at Truenzig.

2. Loading work was done in three shifts. Because of the bad winter weather, the quantities loaded in February and March were much smaller. A loading foreman stated that an average of 25 to 30 cars were being loaded per shift with the last shift usually loading not more than 20 cars. The shipments, primarily carrying type III ore, were directed to Crossen and Dresden/Gittersee. During the period from 7 to 10 March, only 40 railroad cars were dispatched to Dresden/Gittersee, while the others were directed via Zwickau to Crossen.

Gauern Open Pit Mine

3. The winter weather hampered the ore mining at Gaueru considerably. Only type III ore was being produced. From the mine the ore was shipped by electric mine cars to the ore bunker. Most of the material mined however, went to the dumps. Work was done in two shifts. Miners stated that an ore vein was located deeper, and that it was planned to sink a shaft.

Ore Loading at Gauern.

4. From the two bunkers the ore was taken to the loading ramp. Only 4 to 6 cars were being loaded per each of the two shifts.

Schmirchau Central Shaft.

5. Construction work was being done on the shaft. Type II and type III ore was being mined in three shifts with 350 to 360 persons working in the first shift and less people in the two other shifts. Parts of Schmirchau village had been evacuated recently, because the shaft area was to be enlarged. The ore was hauled with mine cars from the shaft and dumped into the bunkers from where it was taken by tipping cars to the Ronneburg loading station.

CLASSIFICATION ~~S-E-C-R-E-T~~

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Lichtenberg Central Shaft.

6. The shaft was still being constructed. Work was done in three shifts with the main shift including about 280 laborers. The ore was shipped by tipping cars to the Ronneberg loading station.

Stolzenberg Open Pit Mine.

7. Three dredgers and 12 tipping cars were used to move the waste rocks. Work was done in three shifts of 25 to 30 workers. Construction work was proceeding very slowly. A loading ramp was to be constructed at the railroad line.

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